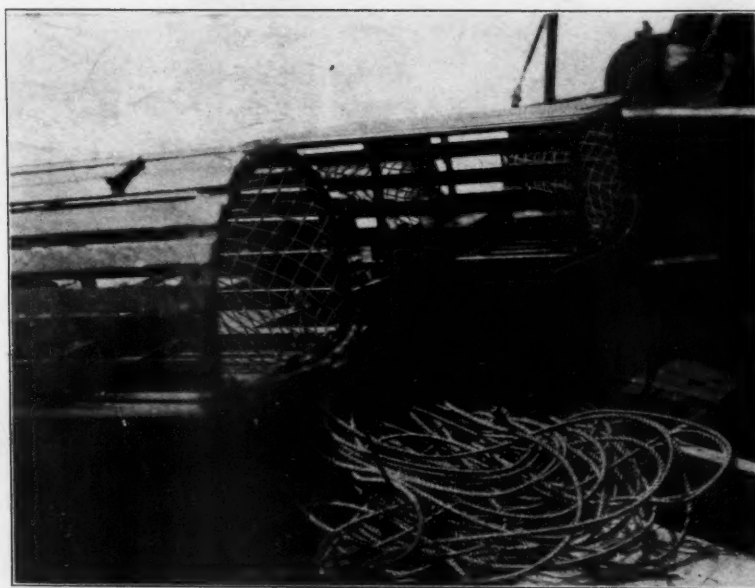


VOL. VI

Registered U. S. Patent Office

OCTOBER, 1925

No. 9

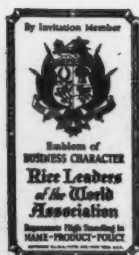


Renew your Lobster Heads with Columbian Lobster Twine

Your lobster traps deserve fresh new heads for the next seasons fishing and these new ones should be made of

Columbian Lobster Twine

This twine is made to withstand the wear and tear of continuous use and will give service superior to the common grades of twine. It is furnished both plain and copperized.



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In Port — as well as at sea!

"RUFF SHOD" is always on the job. Built for more work—more wear—more comfort!

Made over our special Foot-shape last, there is no shucking up and down at the heel—no break at the instep. That's the big reason for comfort—and less wear on socks!

Look at that rugged White Tire-tread sole, extra thick, extra heavy—at its extension edge and 'Stubgard' toe. There's under-foot wear aplenty—and provision against chafing.

"Ruff Shod" comes in either 'straights' or rights-and-lefts—in either cotton duck or knit wool lining. The WHITE BAND around the top is your protection against inferior workmanship and material—look for it!

"NEPTUNE" The all-black mate of "Ruff Shod." The same quality construction throughout. Popular for colder weather because of its heavy felt lining. Made also with knit wool lining.

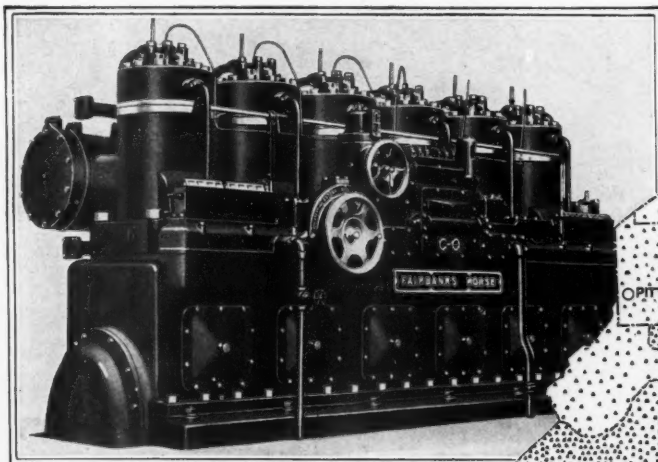
Converse "Ruff Shod"

Converse Rubber Shoe Co.

175 Purchase St., Boston

Factory--Malden, Mass.

142 Duane St., New York



Rugged simplicity is the keynote of Fairbanks-Morse marine oil engines. The only moving parts are the pistons, connecting rods, crankshaft and oil pumps.

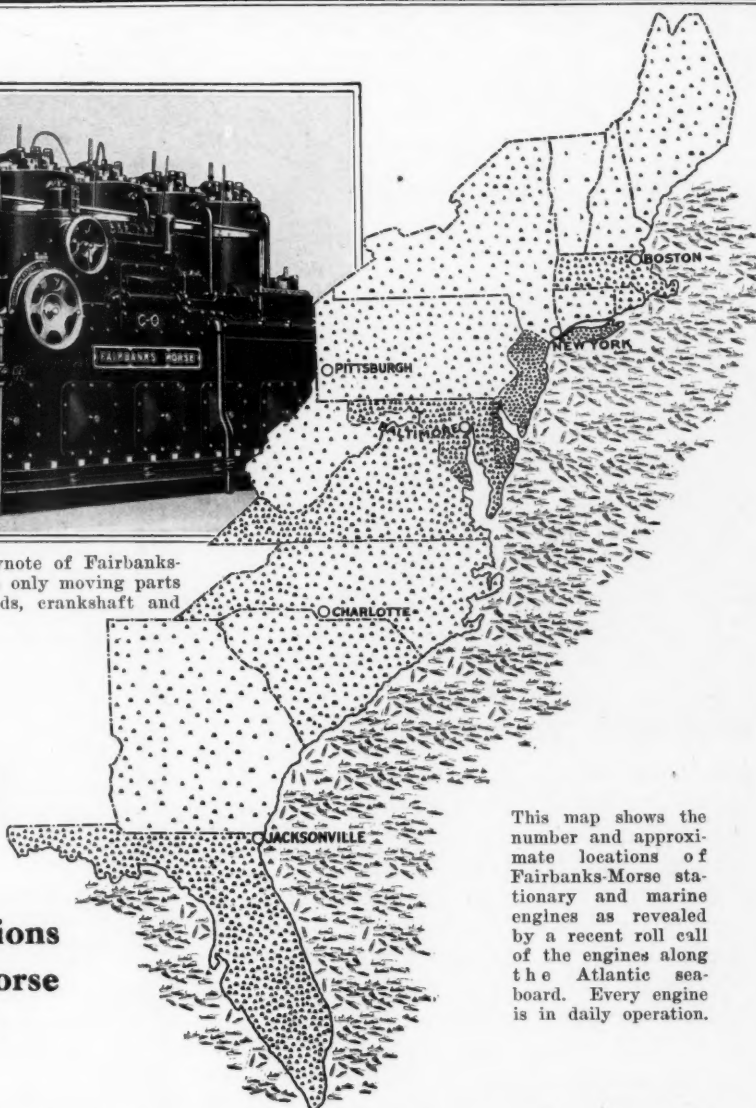
Users know!

Get their opinions
of Fairbanks-Morse
Oil Engines

This map shows the number of Fairbanks-Morse equipped boats along the Atlantic Coast—also the number of Fairbanks-Morse Oil Engines that are used for stationary power.

Needless to say, you are not far from a man who knows the Fairbanks-Morse engine—who has rubbed elbows with it day after day.

Any of these owners will tell you the story of



This map shows the number and approximate locations of Fairbanks-Morse stationary and marine engines as revealed by a recent roll call of the engines along the Atlantic seaboard. Every engine is in daily operation.

Fairbanks-Morse dependability and economy. Any of these engines are direct evidence that you are a little surer—a little safer—when you install a 2-cycle "C-O" Oil Engine.

Type "C-O" engines, built in sizes from $7\frac{1}{2}$ to 360 horsepower, are conservatively rated to conform to the rules of the American Bureau of Shipping. One of our engineers will gladly help you determine the right type and size for your boat.

FAIRBANKS, MORSE & CO., Chicago
Manufacturers of Oil Engines, Pumps and Electrical Machinery
28 branches throughout the United States, each with a service station

FAIRBANKS-MORSE

2-Cycle "C-O" Oil Engines

The Product of Experience

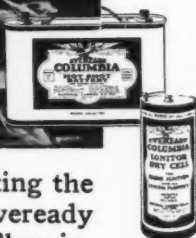
RELIABLE IGNITION

EVEREADY
COLUMBIA
Dry Batteries

-they last longer



Eveready Columbia Hot Shot Batteries contain 4 5 or 6 cells in a neat, water-proof steel case. It is not a Hot Shot unless it is an Eveready Columbia.



The supreme radio dry cell "A" Battery for all dry cell tubes. Can be purchased equipped with Fahnestock springclip binding posts at no extra cost to you.

TIME means money in getting the catch to market, so use Eveready Columbia Dry Batteries. They insure reliable ignition with never a skip or miss. Crank, and away you go for a quick run and a merry one. Men who know gas engines insist on Eveready Columbias. Perfect ignition is necessary for prolonging the life of your engine, and for obtaining maximum speed. Eveready Columbia Dry Batteries are famous for the way they pick up energy when not in use. Wonderful for lasting strength. You'll buy fewer and better batteries if you use Eveready Columbias—they last longer.

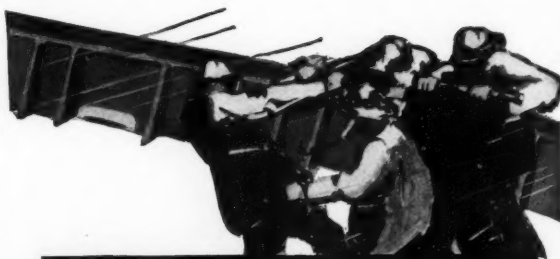
There is an Eveready Columbia dealer nearby.

Popular uses include—

motor boat ignition	buzzers	lighting tents and outbuildings
gas engine ignition	ringing burglar alarms	heat regulators
tractor ignition	calling Pullman porters	electric clocks
starting Fords	telephone and telegraph	running toys
doorbells		firing blasts
		radio "A"

Manufactured and guaranteed by

NATIONAL CARBON COMPANY, INC.
New York San Francisco
Canadian National Carbon Co., Limited, Toronto, Ontario

Sea-worthiness~
means PREPAREDNESS

LOGGED!

*Knee-deep in the starb'd scuppers,
In a huddled, lurching lump;
We were straining, cursing, working,
On a thing they called a pump:
Salt encrusted bits of iron—
Handle but an oaken stump—
Rubber hose with age all rotten—
This—the thing they called a pump!*

—crude, inefficient equipment of the sailing days of the old clipper ships.

Today, the AMF All-Purpose Rotary Pump indicates the advancement of seafaring preparedness against emergency.

Accurate to the top-notch; reliable, long-lived, economical in both operation and upkeep—the AMF pump is the symbol of safety on every waterway of the world—the pump of untiring mechanical vigilance.

NO GEARS to wear out
NO VIBRATION to cause trouble

All-bronze for salt water; bronze fitted for fresh water. Cast iron for oil service.

A type for EVERY ship afloat

American Machine & Foundry Co.
Brooklyn, N. Y., U. S. A.

AMF STANDARD

*The
QUALITY
pumps*



Not A "Trade Paper"

The ATLANTIC FISHERMAN is a paper for fishermen—producers—the men who actually fish for a living. It does not purpose to cover the fish trades; nor does it wish to be looked upon as a "trade paper." Rather do we like to think of it as a home paper for fishermen.

Our first care is that its pages be readable, for we believe that matters of human interest and practical vocational help are more to be desired by our readers than stereotyped "trade notes" and dry-as-dust statistical matter.

We want it to be regarded as a steady and reliable source of information, profit and entertainment by that vast army of 150,000 workfolk which constitutes our field.

Atlantic Fisherman

A "FARM" JOURNAL FOR THE
HARVESTERS OF THE SEA

Vol. VI. OCTOBER, 1925 No. 9

DAVID O. CAMPBELL.....President
FRANK H. WOOD.....Advertising Manager
ARTHUR W. BRAYLEY.....Editor

Published Monthly at
92 West Central Street, Manchester, N. H.
GENERAL AND EDITORIAL OFFICES:
100 BOYLSTON STREET, BOSTON, MASSACHUSETTS

New York Representative
CHARLES B. GROOMES.....56 West 45th Street
\$1.00 A Year 10 CENTS A COPY

Entered as Second Class Matter February
1925, at the Post Office at Manchester, N. H.
Under the act of March 3, 1879.

Fair Play

We believe that all the advertisements in this paper are trustworthy. As proof of our faith, we offer to make good to actual subscribers any loss sustained by trusting advertisers who prove to be deliberate swindlers.

However, we are not responsible for claims against individuals or firms adjudicated bankrupt, or where estates are in receivers hands, or against whom bankruptcy or receivership proceedings are pending.

Nor shall we attempt to adjust trifling disputes between subscribers and honorable business men. This offer holds good for one month after the transaction causing the complaint.

To take advantage of this guarantee subscribers must always state in writing to or talking with any of our advertisers: "I saw your advertisement in ATLANTIC FISHERMAN."

Poor Policy to Slight Races

WE assume that those, who have been delegated by the U. S. F. A. to take care of the publicity end of the recently endorsed advertising program, must appreciate the seriousness of the fishermen's race situation. Yet, at this writing, they seem to have shown no active interest in the affair.

It may be that we over-estimate the advertising value of the fishermen's races to the industry. But of one thing we are sure, and that is, that in no other way can the fish industry command each year first page space in the public press of almost the entire country.

If it is felt that this sort of publicity is not of a kind to sell fish, it would only be necessary to tie the proper fish-selling propaganda to the race news to ensure its being carried to every part of the country.

Maybe we're wrong, but it looks as though those in charge of the proposed campaign for the advertising of fish are passing up an unusual opportunity at a time when every available agency should be brought to the support of the project—a project which will have little enough money to effectively cover the country.

Even though the advertising and publicity program is not scheduled to start before the new year, some action on the races at this time would seem to be in order, for if the races are not held this year, the chances are they'll be lost forever.

A Question for the Smackmen

Our Maine correspondent writes to ask, "Why do lobsters fetch better prices at Vinalhaven than at Swan's Island?" Not knowing, we pass the question on to the lobster smackmen for answer. Surely the fishermen up that way ought to have an explanation as to why buying prices vary at different ports.

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If You Change Address, Tell Us

Every month we receive complaints from subscribers who have failed to receive copies of the Fisherman. On investigation we find that the chief reason for these non-deliveries lies in the fact that subscribers, when changing their address, do not notify us. Remember, that leaving your forwarding address with your postmaster is not sufficient. Second class mail matter—in which class the Fisherman goes—will not be forwarded.

Three Big Steps Forward

THE United States Fisheries Association, in convention at Atlantic City last month, endorsed a number of progressive measures which, if carried through, should go a long way toward correcting present evils in the fish trade. Indeed, never before have so many much-needed reforms and undertakings been discussed and acted upon by an organized body at one time. The whole fish industry should feel vastly encouraged.

Among the more important of the measures considered and endorsed by the Association were: A co-operative advertising campaign to stimulate the consumption of fish; a code of ethics looking toward uniformly honorable business practices throughout the trade; and the condemnation of the pitchforking method of handling fish.

Three such measures at one time is certainly going some! Now to carry them through!



MATE: "Are we all ready to cast off, Captain?"

CAPTAIN: "Yep."

MATE: "Did you find a cook?"

CAPTAIN: "Yep, an' what do you suppose was the only question he asked me? 'What's the range you have in the galley?'"

I learned some time ago to be ready for that question, so I answered without hesitation, 'A SHIPMATE,' That ended it. Cast off, Mr. Jenkins."

SHIPMATES

are made only by

THE STAMFORD FOUNDRY CO.

STAMFORD, CONN.

Established 1830



SAWYER'S EXTRA STRONG FISHERMEN'S OILSKINS

Extra Strong Fabric

Extra Heavily Oiled

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Double Buttons

Jackets—Pants—Petticoats—Slickers

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East Cambridge

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ATLANTIC FISHERMAN

The Only Publication Devoted Exclusively to the
Fishing Interests of the Atlantic Seaboard

Vol. VI.

OCTOBER, 1925

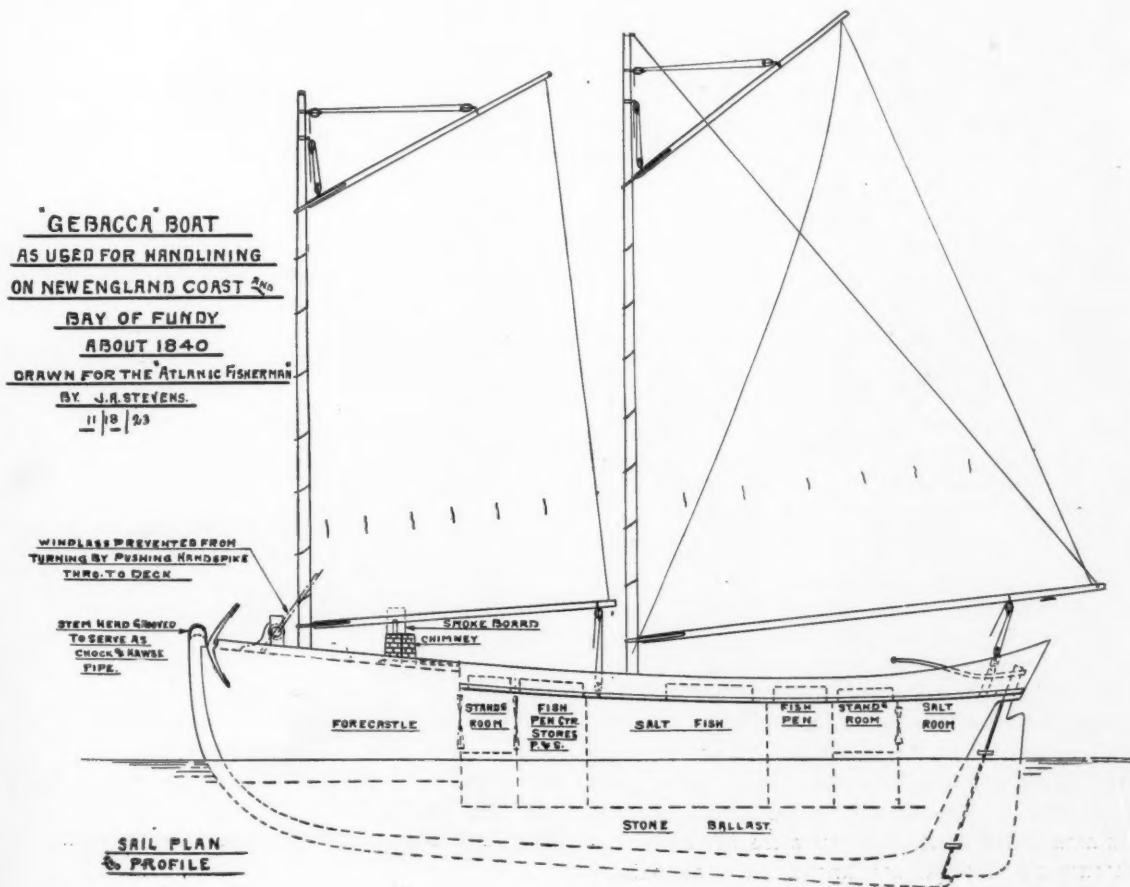
No. 9

Evolution of the American Fishing Schooner

BY ALBERT COOK CHURCH.
Part I.

IN its present state of high development the up-to-date modern-designed American fishing vessel represents a type that for speed and sea-worthiness is unsurpassed by any in the world. Since the first crude efforts of the early Colonial shipbuilders were produced, over 250 years have elapsed, and

during that interval many important changes have been made, both in model and rig. The American fishermen were ever progressive, being constantly on the watch for new improvements, and adopting at once any changes that tended to increase the speed and strengthen the vessels or add to their utility.



As a result of the early tendency of settlers to engage in the fisheries, a fleet of vessels was employed as soon as the country was occupied. According to the old record snows and ketches were employed in the bank codfisheries when the business was first established; and sloops also were engaged in fishing at an early date, a distinguishing feature being that many, if not most of them, carried square topsails.



THE LAST OF THE PINKIES—Pinky Maine, Still Afloat.

The ketches were smaller than the sloops, and were probably employed to a greater extent than any others at that period. They were open boats, with two masts, the mainmast being nearly amidship, and a second and smaller mast near the stern. In model they were full-bowed, round-bottomed craft, built full and heavy; and it is probable that most of them carried lateen sails, with square sails set above them.

The snows were generally larger than the ketches, square-rigged on two masts, and having a small jiggermast at the stern. The ketch rig, though popular in the XVII century was particularly unsuited to the variable winds of the New England coast, as the lateen yards had to be lowered and changed when tacking, involving much labor to the fishermen. This was extremely undesirable, as it was imperative that they should be able to change their course at short intervals and to sail equally well on either tack, without the necessity of lowering and shifting the sails.

This no doubt caused them to cast about for a more suitable rig; and the first marked improvement in the American fishing vessels was the development of the schooner rig early in the eighteenth century. Captain Andrew Robinson of Gloucester is said to have rigged a ketch "in a new and peculiar manner." When launched she was called a "schooner". That was in 1713. There is, however, considerable doubt as to whether the rig was original with Captain Robinson, there being evidence to the effect that the schooner rig, though not known as such, existed abroad before that period, some fifty years at least.

Undoubtedly the rig was a novelty for American waters and a great improvement. They sailed much closer to the wind than the clumsy ketches, were easier to handle, and soon became very popular. About 70 of these "schooners" were owned in Gloucester in 1741, and many of them were of fifty tons or more, suitable for use on the Grand Bank and other distant fishing grounds. They were of nearly uniform model, with bluff bows, high stern, and kettle bottoms, presenting the highest possible contrast to the graceful clippers of the present day. The early schooners were usually without bulwarks forward of the quarter deck, or at most with a plank spiked to the top timbers, because at that time it was considered unsafe to prevent the unobstructed sweep of the water across the main deck. The quarter deck being so much higher was comparatively dry when the schooner would be all awash forward; consequently the men stood there to fish in rough weather. The cabins at that time were roughly finished, the heavy cables were hove in by a rude log windlass, worked by handspikes, and the steering was done by a long wooden tiller, none of the modern steering devices used on fishing vessels having been invented at that time. The schooners employed in the Grand Bank codfisheries from New England previous to the War of Independence were all full-built, round-bodied craft, specially noted for having short and high quarter decks, from which peculiarity they were afterwards called "heel tappers", when a different type of vessel came into use.



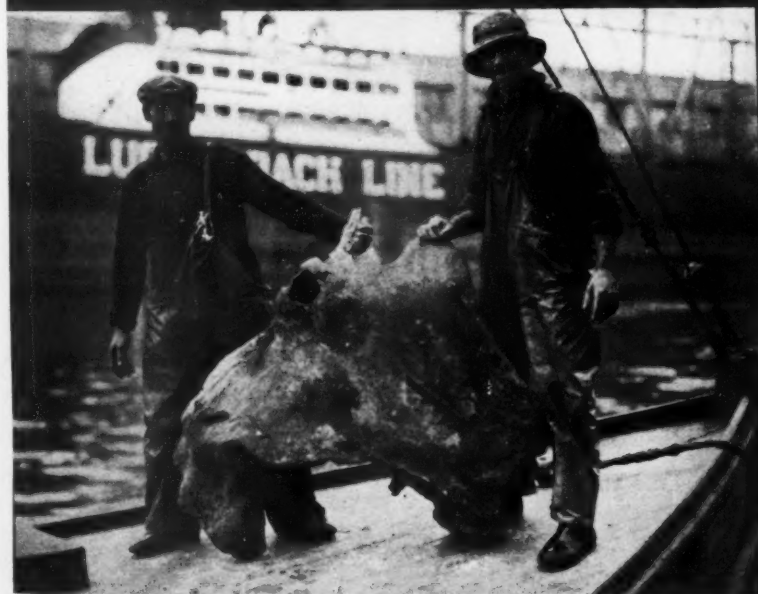
Pinky Maine at Gloucester.

The period embracing the War of the Revolution and the Embargo Act was a very unfavorable one for the fisheries, and the larger class of vessels which had been employed in the Grand Bank fishery were compelled to lie idle. The fishermen, impoverished

(Continued on Page 14)



Along the Shore



Top—A typical lobster pound at Hancock, Me., where 250,000 lobsters are handled a season. (Photo Keystone.)

Middle Left—Capt. Stinson, who runs the Hancock pound. (Photo Keystone.)

Right—An Eskimo boy at Hope-dale, Laborador. Here is evidence that these people are adopting the ways of the white men. (Photo Keystone.)

Lower Left—Capt. Frank Corrai and John Shadarbeski who, in the fishing boat *Nancy*, picked up a 350-pound whale's skull while dragging on Middle Bank. It cost \$200 to repair the drag.

Lower Right—Two pictures sent us by Capt. Chas. Hankins of a 22 1/4-pound lobster caught 14 miles off Lavalette, N. J., by Capt. Hankins and Ed Pedersen.

With the Vineyard Fishermen

By J. C. ALLEN.

*It brings a message of cheer to him,
Who lies in his bunk in the fo'c'sle dim,
To know that his season's salt is wet
With a heavy haul from every set.
And he smiles as he hears the halliards' song
A-tapping out, tapping out, loud and strong:
"Ooh, you that's got 'em, have got 'em, you bet!
But them that haint got 'em, have got 'em to get!"*

That's what the boys are listening for about this time of the year; and the old halliards are singing the same old tune that they've sung since men first rigged 'em up and down the mast.

Summing up the gossip along shore, it seems that the season hereabout has been rather slim, as to the quantity of fish taken. But the prices have been good, and none of the lads are doing much kicking. This, of course applies to the bunch who sleep ashore, for the deep-legged lads have made a killing, and they are still doing it.

The mackerel are crowding each other clear out of water, although the schools seem to be working east mighty fast at this writing (Sept. 28). And as for the big otter trawlers, it puzzles a great many people to know who eats all the flukes and flounders.

During the last month, however, the luck has struck inshore just a bit; and September, as a whole, has been rather better than the average with the Island lads. True, we have had quite a number of days when the water was altogether too lumpy to handle gear in any comfort; and the lobstermen have had to trust in the Lord and hope that their off-shore gear would still be there when the weather moderated. They are still setting out back of Nomansland, and probably will continue until they are blown out; but, as yet, there has been very little gear lost.

Some of the Sound gear has been hauled out since the first of the month, but no one has really quit as yet. The lobsters shed about a month or six weeks early this year, and if we have a moderate fall, the catch will probably be heavier than common, as lobsters always cruise about considerably after their new shells get hardened.

With the traps, there has been quite a little run of butters, small bonita and snapper blues, especially in the Bay. They have also picked up quite a few "weaks".

The handliners have nailed all the seup up to the last week of September, when one of the bay traps got about two barrels of jumbos. The handliners have also brought in about all the flukes that have been marketed locally, as the small draggers have all been loafing. And they have taken more tautog

in the last ten days of September than they have during all the rest of the season.

An unusual happening was the appearance of a bunch of porgies, long after everyone thought they had gone. It wasn't such a large bunch, but they were all big fish and as fat as butter.

A few striped bass have showed up, and Sam (Ca-hoon) bought one that weighed 46 pounds. After he got it, he had a job to sell it, because no one knew what it was. There are still a few running down around Muskeget.

This is about the way the Wood's Hole market reports for September. It doesn't include the fish that were shipped, and no account is made of anything sold to the small buyers. There's too many of 'em, flocking from all points of the compass and scattering the same way. Seup, 165 barrels; mackerel, 270 barrels; swords, 4; squeteague, 1050 fish; bass, 9 barrels; tautog, 13 barrels; conger eels, 12 barrels; mud eels, 8 barrels; lobsters, 20,500; porgies, 200 barrels; squid, 400 pounds; flukes, 15 barrels; butters, 200 barrels; bonita, 3 barrels of large and 7 barrels of small; snapper blues, 6 barrels. There were also a few cod and haddock and just a scattering of striped bass.

Now, if that's enough about the fish, we Vineyard lads want to give all hands an earful about the new engine which is going to make life one long sweet song for the 99 and 99/100 per cent of the fishermen who have forgotten what sails are for. What would you fluke-tailed fish-killers say about an engine built without a crank-shaft, pistons, connecting-rods or fly-wheel? An engine that runs on gasoline without any batteries or magneto? Not only that, but it takes up about 1/4 of the space required by an ordinary type of engine, and will develop five times the power on 1/3 of the gas! Do you say it's a dream? Well, cock your weather ear!

Two young lads have been living in a shack at Lobsterville all summer, working on this engine, which was made by the American Gas Turbine Company of New York. That's what she is—a turbine. A few weeks ago they brought it down to Menemsha Bight and set it up in a boat to test it out.

This particular engine was a 7 horsepower. It looks like a diver's helmet, without the windows. A carburetor and one small oil-cup are the only things you can see on the outside. It stands about sixteen inches above the bed-pieces, and only weighs about 100 pounds. It starts with a crank which is fitted into a socket and comes out when the engine starts. Four dry cells give her the first kick, and then they are switched off, and she runs herself, one explosion firing the next.

On her first test, she turned up so fast that the boat,

(Continued on Page 18)

Who's Who Among the Skippers

By CAPTAIN CHARLTON L. SMITH

THE British Provinces have furnished many a skipper of sterling worth for the New England fishing fleet. Of these none is remembered with more kindness than that dauntless sea-farer from Wedgeport, Yarmouth County, Nova Scotia—Captain Fred L. Le Blanc.

Like most of our successful fishing masters, this indefatigable toiler began at his chosen calling at a very young age. We find that he was dory handlining and trawling when a lad; and when little more than a youth in years—it was in 1896, to be exact—he was appointed master of the fine schooner *Sea Foam*, sailing out of his home port.

After two very successful years in that craft, he took command of the Pubnico schooner *Civilian* and did so well with her during the three years she remained in his care that the owners had the *Gertrude* built for him.

There came a time, however, when the Nova Scotian market dwindled. The far-seeing young master saw a more golden opportunity in The States. He did as many another provincial fisherman has done—he removed to Gloucester, Mass.

A reputation for fair-dealing, for success and incessant toil had preceded the captain's arrival at Cape Ann. The Gorton & Pew Fisheries Company promptly availed itself of his services by giving him the crack large schooner *John J. Flaherty* to sail.

From 1902 to 1916 Captain Fred Le Blanc made profitable voyages in this well known and beautiful flier, with never a mishap. Then they gave him the *Georgiana* to command. In 1918 he practically retired from active sea duty, and re-established himself on his native land.

Memoirs are sweet that surround the name of Fred Le Blanc in Gloucester town. Mr. Thomas Carroll, of Gorton & Pew, said: "I cannot speak too highly of our old captain, Fred Le Blanc. Our Mr. John McLeod, of the vessels branch of our business, will



CAPTAIN FRED L. LeBLANC.

undoubtedly give you some interesting details about him. He was a most reliable and successful man."

The genial Mr. McLeod, and his extremely pleasant stenographer, remembered Captain Le Blanc as a very progressive man. They said he was the first of the fishing skippers to have a graphophone on board and the first to own an automobile for amusement while ashore. He was so popular with his various crews they seemed to obey him like children. He was scrupulously neat in personal appearance and in the up-keep of his vessels, and was thrifty and a great hand at keeping expenses down.

Since 1920 Captain Le Blanc has been a buyer for the Consolidated Lobster Company at their plant at Turpentine Island, Nova Scotia. He has earned the comparative quiet of a business pursuit on shore after an exceedingly strenuous, but highly successful and justly honored, career at sea.

Race Decision Still Delayed

A decision with regard to an international fishermen's race this fall seems to rest with the ability of the Canadians to raise money for the event. In answer to a challenge sent on behalf of the schooner *Columbia*, the Canadian trustees replied that a combined elimination and international race might be arranged off Halifax for some time early in November. Gloucester objected to a combined race.

On October 13, Chairman Silver of the Canadian committee sent the following message to Secretary Reed at Gloucester: "It is not possible for us to finance two events this year as would be necessary if we have both elimination and international races. As stated in previous telegrams, we will endeavor to pull some combined event if agreeable to you but possibility of doing even this is not certain under present conditions."

Fishing Notes From Maine By The FISHERMAN'S DOCTOR

FRANK Seavey and Reuben Smith of Bernard invested fifty cents in a bushel of herring bait a week or two ago, went out in the bay in their motor boat and in the afternoon landed at the dock \$43 worth of haddock, most of which was net profit.

Haddock have been plentiful, fetching two cents a pound at the fishstands.

Schooner *Enterprise* recently loaded a large cargo of hake and fish oil at McKinley for Gloucester, to the order of C. H. Rice of Bangor.

The Underwood plant at McKinley has been putting up five to six hundred cases of sardines a day for the last two months.

George Robbins at Opechee has been getting plenty of herring from his weirs and so far has had a ready market. It takes a Robbins to catch herring at Opechee.

Clarence Howard of Eagle Island has been carrying herring to Frenchboro and supplying fishermen with bait at \$1.00 a bushel.

Herring have been so plentiful in the waters adjacent to Eagle Island that the other day a fisherman, coming ashore in his punt, drove a great many out on the shore and picked them up for bait.

Herring are plentiful and sell at twenty cents a bushel when there is a market, which is not often.

E. S. Brown of Eagle has had his weirs full of herring all summer.

A group of Atlantic fishermen were talking together at a baitshed recently. Said one, "There's one honest lobsterman, anyhow." It seems that the fisherman referred to was out hauling his traps, and came to one which ought to have been his and on which a peculiar toggle-bottle of his own was watching. But attached to it floated a buoy bearing another man's name and license number. He hauled the trap and found it to be his own. He carried the other man's buoy back to harbor and showed it to the fishermen at the postoffice. Along came the other man and asked to have his buoy back. It was given him. Now, which was the honest man?

Lobster fishermen all over the bay report poor business. Lobsters are few and far between and the price low. One noticeable feature of the business is the various prices paid by the smacks at different harbors. Why do lobsters fetch better prices at Vinalhaven than at Swan's Island?

Herring are yet very plentiful all along the coast, and, except for bait, there is no demand for them. Why wouldn't the fishermen tend to be discouraged?

The North Lubec Canning Company has closed for the season.

The Nicholson Fish Company of Bucksport just shipped a large quantity of pickled alewives to Boston.

On account of the low market for herring the herring boat *Jennie E.* of Springer & Sons, of Marlboro, will not be launched this season.

Hollis Dalzell of Frenchboro has had his license restored and has gone lobstering.

The sardine plants of the Blanchard Canning Company and one of the plants of the Seacoast Canning Company, of Eastport, have closed for the season. Many of the other forty sardine plants along the coast plan to close very soon. Herring of proper size are available in large numbers and at a low price, but the packers consider that they have packed all that the markets will absorb.

Schooner *Billings Bros.* has carried another cargo of hake to Gloucester for the Johnson Fisheries of Minturn. The oil-rendering plant of Potato Island, at Swan's Island, has closed for the winter.

About all the Old Harbor trawlers have put away their trawls and tubs and have taken up lobstering.

The weirmen on Verona Island, in the Penobscot River, had a very good season, catching many salmon in their weirs. The fish averaged about twelve pounds apiece, and were marketed at 40 cents, and upward, per pound.

There was good alewife fishing about Bucksport. Over two thousand barrels have been shipped. The fish are salted and barreled and then shipped to New York City, whence they are all shipped South.

We had a severe gale the night of October 10 with rain and snow. At Atlantic, on the high water at night, the motorboat of Llewelyn Joyce broke from its mooring chains and went ashore on a rocky beach. As the tide ebbed the boat grounded out and did not suffer much damage. Under other tide conditions the boat would have been destroyed by pounding on the rocks.

While bait has been very plentiful and cheap, such conditions are not likely to continue indefinitely. Many weirs were damaged, and some were completely blown down during the recent storm.

The smacks are paying thirty-three cents for lobsters.

Schooner *Mattie*, of Buck's Harbor, is loading hake and oil at the Parkhurst plant to take to Gloucester. Schooner *James Webster*, Captain Webster, already loaded with fish and oil from the Parkhurst's, is lying in Old Harbor awaiting favorable weather conditions to leave for Gloucester.

Lobsters continue scarce in the vicinity of Swan's Island, but occasionally a fisherman brings in a little better fare than usual, and conditions may be said to be picking up a little.

Some of the lobstermen at Tenant's Harbor have been bringing in good fares of lobsters.

At Manset and Southwest Harbor lobstering is improving.

(Continued on Page 19)

Pacific Tuna Fisherman A Money-Maker

THEY catch tuna out on the Pacific coast with hook, line and live bait. Live bait is the problem—keeping it alive long enough to get full trips.

A progressive outfit called the Patricia Fishing Corporation operating out of San Diego, California, set to work on this live bait problem, building an 85-footer about a year ago and equipping her with submerged bait tanks—the first to be installed on the Coast. The *Patricia I*, they called the vessel. She soon proved that she was able to outstay all the other vessels on the fishing banks because of her special bait tanks. As a result, in the first eight months she landed 607 tons of tuna which, at an average price of \$110 per ton, showed a nice total of some \$67,000.

After such a showing, the Company ordered a 108-footer, with 21 ft. beam and 7 ft. draft, the largest vessel of her type ever constructed at Los Angeles Harbor. They called her the *Patricia II*. They powered her with a 240 h. p. Fairbanks-Morse, 2 cycle, airless injection Diesel engine, which drove her, on her trial trip with full tanks but no cargo, nine knots at the normal engine speed of 250 r.p.m. The propeller, a three-blade Lambe, is 68 in. in diameter and 58-inch pitch.

Her hold capacity is 130 tons of iced tuna, and her submerged bait tanks will hold twice as much as those of the *Patricia I*. The main bait tanks, two in number, are located off the engine room, and the cargo hold extends from bait tanks to fantail. A smaller cargo hold is also forward of water-tight bulkhead ahead of engine room. The fuel tanks hold

8,000 gallons and are abreast of engine, with two smaller tanks in extreme end of fantail. The crew's quarters and the galley are on the main deck above the engine room, and bait tanks, with pilot house on bridge deck above. An additional bait tank is located on the after deck, and for pumping sea water to this tank a 4-inch, brass-fitted Fairbanks-Morse belted pump is used. For lighting a 1½ kw. 32-volt Fairbanks-Morse type "C. P." generator is used in connection with a 32-volt Westinghouse storage battery. A brass Trahern rotary bilge pump is in the engine room for handling bilge lines.

Another innovation is a 2-ton brine refrigerating machine, installed in one corner of the galley, with brine tank on after deck. It is not the intention to eliminate the packing of fish in ice, but only to hold the ice and pre-cool the fish before packing that the ice machine is used.

All the controls of the main engine are extended to the pilot house, so all maneuvering is done from that point. Ahead of the main engine, and in line with it, is a 7½ h. p. "C-O" marine engine mounted on a sub-base and directly connected to an air compressor. The coupling forms a pulley for operating a line shaft running parallel with the engines. From this line shaft is operated the 4-inch centrifugal bait pump, 1½-inch centrifugal brine pump, ammonia compressor, rotary bilge pump, generator and winch. Friction clutch pulleys on the line shaft permit machines not needed, to be disconnected. A drive is also arranged from the main engine so the 7½ h. p. engine is not needed while at sea.

(Continued on Page 21)



THE *Patricia II* IS 108 FEET LONG, 21 FEET, BEAM AND 7 FEET DRAFT.

Evolution of the Fishing Schooner

(Continued from Page 8)

by the long struggle for independence were unable after the peace of 1783, to build and equip large vessels; therefore, they provided themselves with smaller craft, in which to fish on the grounds in the adjacent waters. These boats were called "chebacco" boats, from the name of the place where they were built, a part of Ipswich, now the town of Essex, Mass. The name has a striking similarity to that of a small vessel mentioned in the French marine dictionaries, the "Chabek"; but there is no doubt that our chebacco boats derived their name as here stated; and it is quite probable that in rig and model they were peculiar to Cape Ann and were first used in its waters. They had two masts, but no bowsprit, and were decked over with the exception of a space in the middle, where were two rooms across the boat nearly to the side for the crew to stand in while fishing. The deck had no railing, and in rough weather the rooms were covered with hatches. The stem was the most characteristic feature of the chebacco boat; always standing high above the bow and generally painted bright red, and because of its fancied resemblance to an ancient battering ram, a vessel of this type was often called a "ram's head boat." The stem served the specific purpose of a bitt head, over which was placed the eye of the hawser by which the boat was secured to its mooring. The first of these boats were sharp at both ends and averaged about ten or twelve tons, but later they were built larger, rarely so large as twenty tons, and decked, while many were made with square stern and nicknamed "Dogbodies." At one time, about 1800, some two hundred of these craft were engaged in the shore fisheries. The increasing importance of this industry created a demand for an increase in the capacity of the craft engaged in it, and about 1810 the size of the sharp-sterned craft increased, a bowsprit with a jib was added, and a new style of fishing vessel, the "pinky", was the result, a type of vessel celebrated for its seaworthiness and extensively employed in the fisheries for several decades. The pinky's chief characteristics were a full, round bow, with plain gammon knee head, long floor with kettle shaped bilge, and a well formed run, making their model somewhat on the familiar cod's head and mackerel tail principle. A special feature of these quaint craft was the extension of the rail and bulwarks aft from the stern, sweeping upward rather sharply in a graceful curve until they met and fastened to a narrow raking V-shaped transom formed like the stern of a dory, which was hollowed out like a crescent at the top to serve as a resting place for the main boom. This was the "pink", from which this type derived its specific name.

The original old style pinky was without a bowsprit or shrouds, had two masts and hempen sails, and was from twelve to twenty-five tons burden. They were built at Chebacco, now called Essex, at first, but were also built at Annisquam later. Captain Epes Davis built the first one there about the year 1800, on the chebacco model. This pinky was twenty tons burden and named the "Dromo". She had the usual features of the pinky, two open standing rooms to fish in, one forward and one aft, with hatches to cover them, and was without shrouds or bowsprit. Many of the pinkies were built several miles from shore, and in the winter when the roads were covered with snow and ice they were dragged to the water on stoutly built runners by oxen; thus when spring came they were ready to be rolled into the water and floated from the cradle by the rising tide. These boat haulings as they were called were quite common at one time, and it is said that on one occasion a pinky of 55-tons was launched in this quaint manner. Some of the pinkies were as large as the ordinary fishing schooner, with spars in proportion. One craft considered to be a monster at that time was described as being an old-fashioned standing room pinky of forty-two tons, with timber heads coming up along her sides six or eight inches, around which a plank was bent to serve as bulwarks. She had two standing rooms, a fore cuddy with a brick chimney and fireplace, carried fore and aft sails, and had neither shrouds nor bowsprit. She had hemp sails, then called raven's duck, cotton duck being unknown at that time, and carried an arrangement called a scout horn to wet them down when the weather was moderate. The scout horn consisted of a pole about fifteen feet long with a leather pocket at one end holding water to throw on the sails to close them up, as the hemp sails were very porous and lacked the windholding properties of the modern cotton duck. They cooked in the old-fashioned way, in a brick fireplace with a brick chimney, and a wooden smokestack or funnel which was intended to carry off the smoke, but did not always do so.

The latter built pinkies were fitted with shrouds and a bowsprit, and were very reliable sea boats. Although some square sterned vessels were employed in the meantime, the pinky remained in most general use until about 1840, when the low quarter deck, but still full-bowed schooner, was extensively introduced. (To be Continued.)

Capt. Olsen Highliner for Season

Captain Carl Olsen, of Gloucester, still is king of the halibut killers. He landed another record-breaking trip of halibut September 23 in the schooner *Ingomar*. The vessel stocked \$10,513, and the crew shared \$287 each.

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LOBSTER NOTES



THE SITUATION

The New Brunswick season is closing up, only one more light shipment being expected at this writing (October 21). Such supplies as are available consist of small shipments from all along the shore. The Cape and Buzzard's Bay lobstermen are doing a little better, and the same report comes from Maine. A large part of the Maine catch is being impounded. Smackmen were paying 33 cents at the Maine ports the early part of the month.

With good weather, supplies ought to be in fair quantity during November. The Grand Manan season opens November 15.

Canada's Lobster Catch in 1923 - 1924

According to the preliminary report of the fisheries of Canada for the year 1924, the total value of the fisheries production of Canada for 1924 was \$44,534,235 compared with \$42,565,545 for 1923. The lobster yield for 1924 was 27,221,300 pounds

valued at \$2,824,092; while the 1923 catch was 38,162,800 pounds valued at \$4,377,987. The 1924 yield was about 65% of the value of the 1923 production and about 71% of the poundage. The average price per pound in 1924 was 11.5 cents against 10.4 cents in 1923.

Mackerel Very Abundant

Mackerel have been very abundant along the New England shore; in fact, no one remembers when they have been in better supply. At Boston and Gloucester the landings have been particularly heavy. Though 1924 was regarded as a record mackerel year at Gloucester, the 1925 figures are far in advance of those of last year.

Hazel Jackson Highliner

The crew of the *Hazel Jackson* is said to have shared about \$1250 each this season at swordfishing. Unquestionably the *Hazel Jackson* is the high line swordfisherman of the year.

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TO THE SOUTH'ARD



Light Rainfall Affects Fisheries

MOST unusual conditions in the North Carolina sea food industry, says the Wilmington, (N. C.) News-Despatch, have prevailed during the past few months, due, undoubtedly, to a hot summer and a light rainfall. When it is possible to catch crabs off the Wilmington docks, and when mullets are seen up the Cape Fear River miles above Wilmington, it can be realized how far the salt water has gone inland this year.

Not long ago a boat being hauled up on the marine railway at Wilmington pushed ahead of its bow a bushel of shrimp; which indicates how far inland this crustacean had penetrated.

On a recent morning Southport people were astonished at the sight of an immense school of mullets in the harbor on the way to the sea. Later it was found that these mullets had come through Corn Cake Inlet, eastward of Southport, and had followed the tide flow out of the harbor and then to sea.

A Southport shrimp dealer sent one of his boats outside and instead of shrimp it brought back 3000 pounds of fine large mullets. Some of the menhaden boats turned their attention to the mullet fishery and brought in some 15,000 to 20,000 pounds, all September mullets which are highly prized for their quality. These mullets offered a welcome change to the housewives who have for some time been serving mackerel and bluefish which have been plentiful and cheap.

It appears that the North Carolina fishermen have been given a little leniency this year in the use of seines with a mesh that would hold the mullet. For years these great schools have passed along the North Carolina coast unmolested by the law-abiding fishermen who were unable to catch the fish with seines of legal mesh measure. These fish later work down to the Florida coast where they are caught in great quantities, many of them being shipped back to the North Carolina consumers.

The leniency of the State in overlooking certain

infractions of the laws relating to seines has meant many thousands of dollars to the fishermen, and still more thousands to the consumers of North Carolina.

Some Cape May Notes

Though summer may be over, observes the Cape May, Star and Wave, the folks at Schellenger's landing have not had time to realize the fact. During the last few days of September over 40,000 pounds of bluefish, weakfish and sea bass were brought in by forty-odd fishing craft and shipped to the New York markets by Schellenger and Company, while other shippers took care of large quantities.

Between 40 and 50 fishing craft, including handliners, seiners, trawlers, draggers and the like, are in the harbor and will remain during the autumn run of fish. The crews are always busy. When not on the fishing grounds outside, they are busy repairing boats and gear.

The fleet of menhaden vessels was recently driven into the shelter of the harbor by a strong northeaster, where they rode out the blow.

The ice and fish freezing plant of concrete, now being built by the Reading Railroad Company, is being rapidly pushed to completion. It is expected that it will be in operation by November, when it will be leased by the Clarence Schellenger Company. It will have a 20-ton ice machine and a storage capacity of 500 tons. This will reduce the cost of ice to about \$2.00 a ton as compared with \$5.00 and \$6.00 paid last summer during the rush when ice was secured from as far as Stone Harbor.

To Have New Ice Plant

A new ice plant, of 50 tons daily output capacity, is expected to be completed by March 1 at Tarpon Springs, Fla., according to the plans of the Pinellas Ice & Cold Storage Company. The new plant will mean a great deal to the wholesale fish concerns of that city, which have been greatly restricted in their fish shipping operations because of an insufficient supply of ice.



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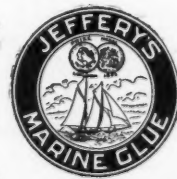
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Makes Record Salt Fish Stock

A NEW record in salt fishing was made by Captain Thomas Benham during the season just closed. In two trips he established a mark that will probably stand for some time. He was the only banker, by the way, out of Gloucester during 1925.

Captain Benham sailed in the schooner *Governor Foss* on his first trip dory handlining on April 11. He returned on June 12, and weighed out 340,110 pounds of salt fish, stocking \$15,730. The average share was \$346 and the high line share, \$438.

He sailed on his second trip June 22 and returned on August 20. The last trip lasted exactly 50 days. This time Captain Benham brought back 278,000 pounds. The stock was \$12,900, with an average share of \$296, and a high line share of \$342.

The season's total stock was \$28,630. The season's average share was \$642; and the high line share, \$780.

Captain Benham is about to fit for a Newfoundland herring trip.

An Important Decision

A court decision of considerable importance to vessel fishermen and owners was tried recently in the United States District Court, Boston. It seems that a Gloucester fisherman, who was one of the crew of the schooner *Good Luck*, refused to allow the owners of the vessel to deduct \$58, a sum which, it was claimed, was owed to the owners on previous broken trips. The court ruled that a fishing vessel owner cannot deduct from a fisherman's share of a successful trip any portion of the losses on previous broken trips.

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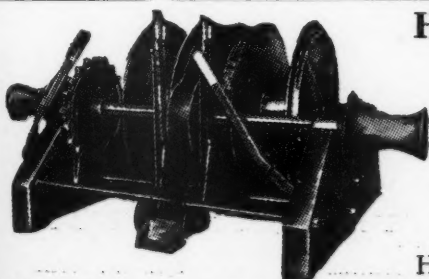
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NEWCASTLE, MAINE

With the Vineyard Fishermen

(Continued from Page 10)

which was a regular fisherman's dory about 14 feet over all, was run under before the engine was half open. The engine ran with the screw idle for seventeen hours, without showing any signs of heating; and her consumption of gas was just two quarts per hour. More than that, there is no vibration whatever!

The boat had just been painted before the engine was installed, and the exhaust pipe was run out over the gunwale, without any fastenings whatever, resting on the edge. After the test, the writer looked at that portion of the gunwale, and the paint had not even been scratched.

While the lads who were testing the engine did not care to talk a great deal, they did say that this engine would probably be on the market soon, as it had proved to be even more successful than had been ex-

pected. And they stated their belief, that the price would not differ materially from that of the type commonly used by fishermen.

Almost Run Down

Captain Dan Jackson and his crew on the *Phyllis J.*, Nantucket, were given the scare of their lives recently when a submarine missed ramming them by a scant foot. It is likely that this submarine was the ill-fated S-51.

Whatever Your Question



Be it the pronunciation of vitamin or marquisette or soviet, the spelling of a puzzling word—the meaning of overhead, novocaine, etc., this "Supreme Authority"

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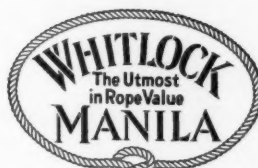


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This Exhibit will be in Booth No. 16, and will be in charge of Mr. C. Q. Wright, Jr., Sales Manager of the Pump Department of this Company, assisted by Mr. C. E. Anderson and Mr. F. Colby, designing engineers.

Make Greater Speed at Night

Does a ship sail faster at night? The Boston Post recently put this question up to Capt. Freeman of the Crowell & Thurlow Co. Capt. Freeman declared that sailing vessels could make better speed at night than in the day time. He could not judge how great the increase of speed might average, but declared that the increase was marked. His explanation was that the dampness of the night air gave added firm-

ness and body to the sails and enabled them to draw better.

In the old days of hempen sails it was customary to wet the sails down frequently to make them less porous to the winds.

Fishing Notes From Maine

(Continued from Page 12)

One dory was destroyed at Manset during the recent gale.

At the fisheries plant of J. L. Stanley at Manset, many of the fishermen are trawling, and are bringing in good fares of haddock. There are not many cod. The present season has showed the best haddocking for the last forty years. The present going price to the fishermen is 2½ cents and may soon be three, per pound. The Stanley plant has bought from the fishermen about three million pounds of fish this year.



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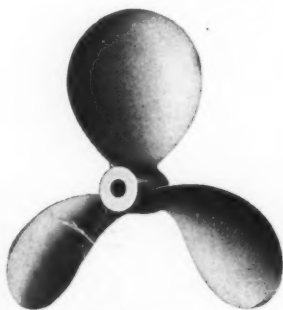
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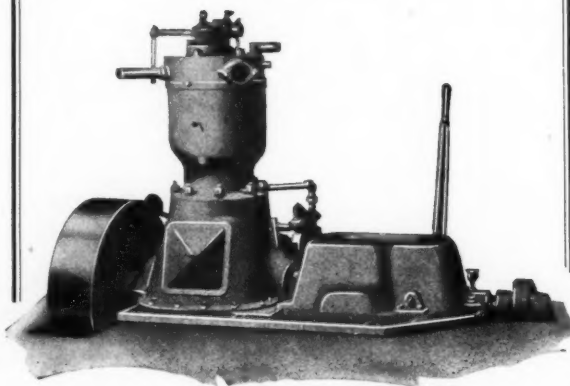
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Write us if you are interested in low cost power.

*Dancing, flashing green seas shaking
white locks,
Boiling in blind eddys over hidden rocks,
And the wind in the rigging, the creaking
o' the blocks,
And the straining of the timber hulls.*

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In answering the following advertisements, if no name or address is given, please address communications to the initials following each item and send care of ATLANTIC FISHERMAN, 100 Boylston Street, Boston, Mass.

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FOR SALE

A 3-cylinder, 4-cycle, 30 h.p. Palmer engine; A No. 1 condition; machinist's guarantee. Price \$550 for quick sale. Address: Hitchcock Gas Engine Co., Bridgeport, Conn.

FOR SALE

Composite hull, 146 ft. long, 21 ft. wide, bored and with engine beds for Twin Screw engines; built to Lloyd's; straight bow, overhang stern; built 1917. A rare bargain; can be converted into splendid coast-wise tug or deep-sea fishing boat. Further information on request. Address: Box 560, Stamford, Conn.

FOR SALE

Boat Elsie, 48 ft. long, 14 ft. beam, 4½ ft. draft. Built new and launched August 18, 1924; not used in winters. Sleeps 5 forward; 14-foot hold. Has a 32 to 37 h.p. Standard gasoline engine. A real two-man flounder dragger. For particulars and price, write Maynard Brackett, Monhegan, Maine.

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On the Boston Market over 25 years

Pacific Tuna Fisherman

(Continued from Page 13)

On its maiden voyage the *Patricia II*, with a crew of 14 men, gathered in a record catch of 100 tons of skipjack and tuna, caught in less than ten days off the east side of Cedros Island. The catch sold on the wholesale market for more than \$15,000.

This record catch shows the advantages of the complete refrigerating plant and the live bait tanks. It

is possible for the boat to remain at distant banks, for a sufficient time to secure a full fare, under average conditions, due to the large supply of bait which it is possible to carry and to the fact that it is possible to keep the catch in perfect condition.

The operation of the boat has been highly satisfactory, as the engine has excellent maneuvering qualities. It operates on a fuel consumption of about .47 pounds per brake horsepower hour.

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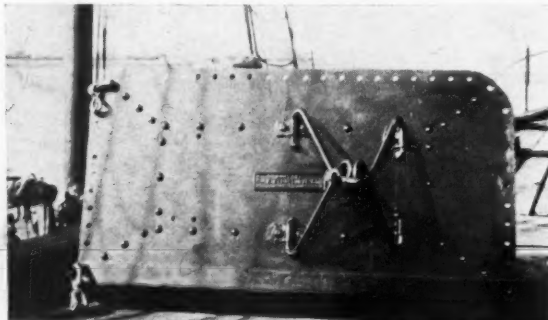


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